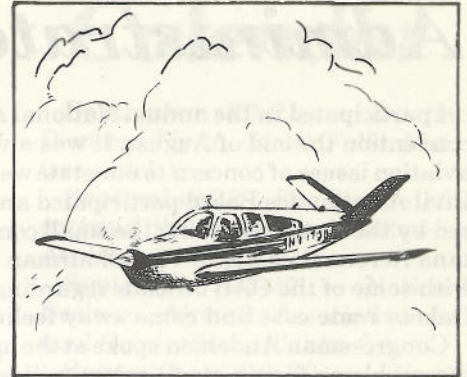


Montana and the Sky



Vol. 31, No. 9

MONTANA AERONAUTICS DIVISION

September, 1979

Reliever Airports

The National Transportation Safety Board's annual report to Congress recommends development of general aviation reliever airports and puts emphasis on a major program to increase existing air capacity. Recommendations were made in light of the investigation of the Pacific Southwest Airlines 727 and light plane collision at San Diego last September which the Board said "highlighted a particular area of concern" - the "mix" of high performance aircraft and generally slower general aviation aircraft in the vicinity of air carrier airports.

The NTSB also asks for review of procedures at all airports used regularly by air carriers and general aviation aircraft to determine which require either a terminal control area or a terminal radar service area. Statistics show 537 in-flight collisions accounting for 1,331 fatalities in the U.S. over the last 22 years. Only 25 involved air carriers but high aircraft occupancy rate in this category increases the number of fatalities involved, NTSB pointed out. Fatalities resulting from in-flight collisions represent only 4.3% of total fatalities from all U.S. civil aviation accidents, according to the Board.

Hazardous Flying

We are making an effort to identify possible hazardous transmission lines and cables. We are asking your help to identify these lines crossing rivers, lakes, canyons and cuts which may be hazardous to the safe flight of aircraft. If you know of such hazards, please write to us identifying the exact location.

Three Forks Hook-Up

The Three Forks Airport has a trailer hook-up free of charge to anyone who desires to use it. It is one of the finest grass strips in Montana. The town of Three Forks has a population of 1,500 people with seventeen airplanes based at the airport. It lays in the beautiful Gallatin Valley. For those interested in further information call 285-3295.



Civil Aeronautics Board representatives, left to right, John Smith, Bill Bingham and Mark Atwood, listened carefully to Montana communities' desires for adequate air service.

Sign up now for Halloween Air Race!

Administrator's Column

I participated in the annual National Association of State Aviation Officials convention the end of August. It was a very profitable meeting in which many aviation issues of concern to our state were addressed. Several officials from the Civil Aeronautics Board participated and responded to many concerns expressed by the states regarding the small community replacement air service. Montana Aeronautics Board Vice-Chairman A.J. Patenaude and I were able to visit with some of the CAB officials regarding the eastern Montana - western North Dakota route case and came away feeling very positive about our meeting.

Congressman Anderson spoke at the main conference meeting and addressed the problems facing small communities in receiving adequate air service. He was somewhat critical of the CAB for not following what he considered the guidelines intended by Congress.

★ ★ ★ ★ ★

Approximately 80 teacher graduates of the Montana Aeronautics College workshop scholarship program were guests of the United States Navy at a teacher conference in San Diego. We have had many positive responses to this trip. We appreciate the USN and their willingness to provide the teachers of the state with this great educational opportunity.

★ ★ ★ ★ ★

In a telephone conference call the Montana Aeronautics Board elected to support the city of Minneapolis/St. Paul as the gateway for non-stop service to London in the Wild Card Route Case. There are fourteen in-land cities vying to be selected by the Civil Aeronautics Board for this route.

★ ★ ★ ★ ★

Our office is considering sponsoring construction of a state airport at Colstrip. We are in the preliminary stages of determining the feasibility of such a project. If such a project is feasible, we hope to solicit Coal Board participation by granting some Coal Impact money to provide a portion of the funding necessary for the project.

★ ★ ★ ★ ★

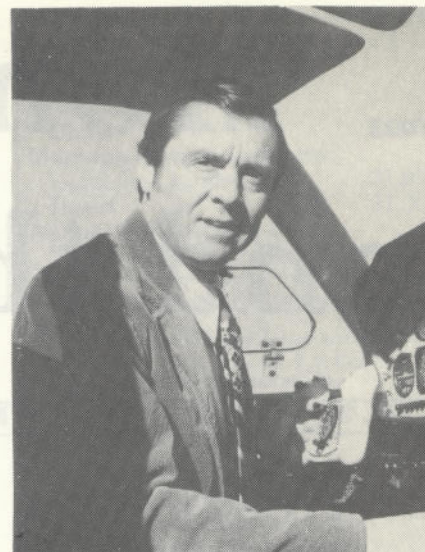
I would like to congratulate Dale Norby on his acceptance of the position of President of Big Sky Airlines. I am sure that Dale, with his expertise and background, will be more than capable to meet the challenges of the commuter airline industry and of his new job with Big Sky Airlines. We look forward to working with you Dale!

★ ★ ★ ★ ★

The Density Altitude Clinic in Choteau held August 25 was a success, although the weather did not cooperate very well. After the ground school portion was completed, each pilot in attendance was able to put to use the things learned by flying his airplane and having the distance to clear a 50' obstacle measured by Jack Van De Reit with his theodolite. Most of the airplanes performed close to the figures calculated during the classroom session. Participants were also given the opportunity to operate the theodolite. It was an eye-opener to witness the effect density altitude imposes on your airplane's performance when actually measured with a theodolite. Jan Van De Reit of the Insurance Associates in Choteau is to be commended on his preparation and presentation of this clinic.

★ ★ ★ ★ ★

I wish to encourage our registered volunteer pilots to attend the Mountain Search Pilot Clinic being held in Kalispell on September 21 to 23. This clinic will provide valuable mountain flying information as well as dual flight instruction in the rugged mountains east of Kalispell. All pilots are invited to attend the ground school programs being held Friday and Saturday evenings. However,



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Creative Press

Administrator's Column, Con't

due to several limitations the dual flight instruction will only be provided to our registered volunteer search pilots.

★ ★ ★ ★ ★

The Montana Aeronautics Board will hold their regularly scheduled board meeting on September 19 and 20. The morning of the 19th has been set aside for a hearing to review the application of Big Sky Airlines for approval to receive industrial revenue bonds.

Interesting Statistics

By: Will Mavis, Helena FAA
Local Coordinator

52% of the free world's airline pilots live in the United States.

72% of the free world's civil air transports are in the United States airline fleet.

72% of the free world's general aviation fleet is in the United States.

55% of the free world's general aviation pilots are in the United States, and

93% of the free world's civil aircraft are manufactured in the United States.

On the safety side, United States airlines are six times safer than foreign airlines, safer than buses and trains, and last year, 33 times safer than automobile travel. Including recent tragedies such as the Tenerife 747, the San Diego 727, and the Chicago DC-10, a passenger's odds of making a safe flight on a United States airline are still literally 5 million to one! Statistically that means if you took a flight every day, 365 days a year, the rest of your life, it would be 13,000 years before your turn would come to die in an aircraft accident!



Mike Ferguson (center) operating a theodolite at the Density Altitude Clinic held in Choteau.

Fatigue: An Ominous Enemy

A pilot's ability to maintain the desired level of alertness declines as a result of long stretches behind the controls of an aircraft. On the average, after four hours of flying, a pilot takes 20 per cent longer to make altitude or course corrections.

Should an emergency occur, it will take a fatigued pilot three times as long to react as when he is fresh and alert.

The value of rest pauses, when on a cross-country flight, is obvious when one considers that after completing a four hour flight, all it takes is a five minute rest on the ground for a pilot to regain the same degree of alertness he had after his first hour of flight.

(Canadian COPA)



Approximately 15 showed up to take advantage of the free Density Altitude Clinic sponsored by the Aeronautics Division and Insurance Associates of Choteau.

Calendar

September 20-21 — Aviation Pioneers Fly-In. Idaho Falls, Idaho (see article).

September 22 — Deadline date for entering the 3rd annual Halloween Air Race.

September 25-27 — National Business Aircraft Association Annual Convention, Atlanta, GA.

September 28-30 — North Dakota Flying Farmers Convention, Holiday Inn, Fargo.

October 5-7 — Montana Flying Farmers Convention, Wolf Point.

October 6 — 3rd Annual Halloween Air Race - Great Falls to Jackpot. Contact Patti Thompson, Great Falls (406) 452-8800.

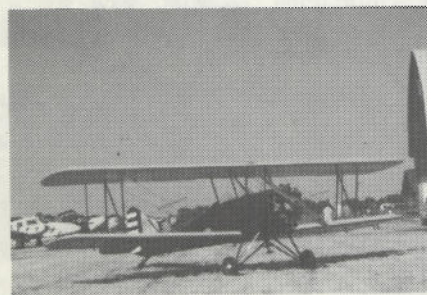
October 18-20 — Seminar '79 for Aviation Lawyers and Insurance Professionals, Daytona Beach, FL. Contact Bob Whempner (904) 252-5561 x. 372.

November 1-2 — Seminar '79 for Aviation Writers and Public Relations Professionals, Daytona Beach, FL. Contact Bob Whempner (800) 874-7014.

Beacon Star Antique Air



Skeeter Carlson presented host Frank Bass with a hot air balloon award.



Just a sample of the antique aircraft which flew in for the 2nd Annual Beacon Star Antique Airfield Fly-In and Airshow.

Frank Bass once again hosted the 2nd Annual Beacon star Antique Airfield Fly-In and Airshow held on August 4 and 5 near Moore, MT.

The event drew close to 1,500 people and approximately 100 aircraft, old and new, from all parts of the continent including California, Texas, Washington, South Dakota, Missouri, Colorado, Oregon, Idaho and Iowa.

Many volunteer antique aircraft enthusiasts assisted Frank in a great deal of preparatory work to get Beacon Star ready for the event. Runway repairs, clean-up, a special camper hook-up, even new permanent toilet facilities were built.

Saturday morning, Bob Tayler, President of the National Antique Aircraft Association from Blakesburg, Iowa, was on hand to speak at the Montana Chapter business meeting. Bob, of course, was pleased once again to participate in the state chapter's meeting. He was there last year to provide advice on the establishment and organization of the state chapter of the association.

Saturday evening the Montana Chapter served a no-host steak fry which was followed with Dixieland music by the Hertz Combo of Lewistown. John "Spinach" Innis of Los Angeles was also featured on his slide trombone.

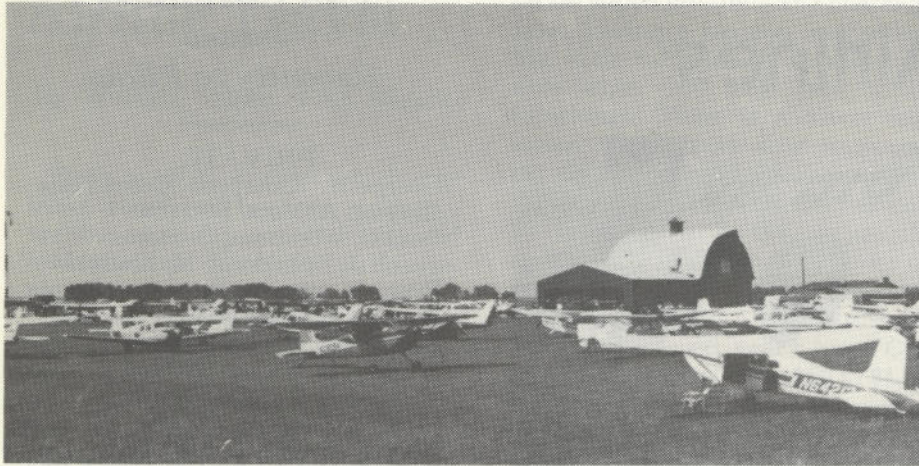
Sunday morning began with a fly-in breakfast. An exciting air show opened with the Bozeman Skydiving Team. Their aerial feats and their colorful parachutes provided the spectators with a beautiful display. They were followed by Al Peitch from Minot, N.D. in his Starduster 2; Al Newby "The Flying Grandfather" from Belgrade in his original Great Lakes Trainer; Ron Litton from Billings in his Clipped Wing T Craft; and Fred Ludke from Freedland, Washington, in his Monocoupe 90A. These four gentlemen furnished all those in attendance with a wonderful aerobatic show.

The slogan "keep the antiques flying" certainly has been advanced with the help of the Montana Antique Aircraft Association and President Frank Bass.



Two Lincoln Paiges arrived to help celebrate the second annual Beacon Star Antique Fly-In.

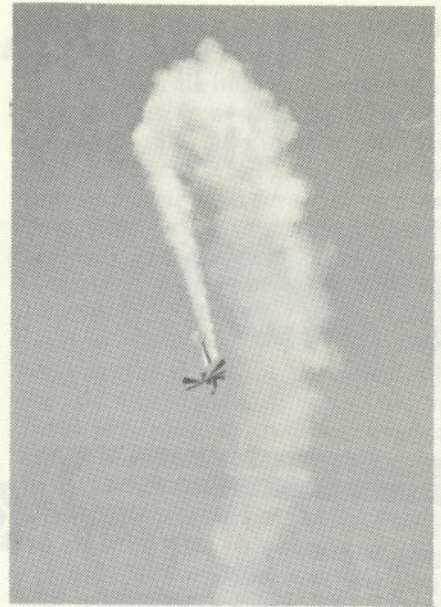
Field Fly-In and Airshow



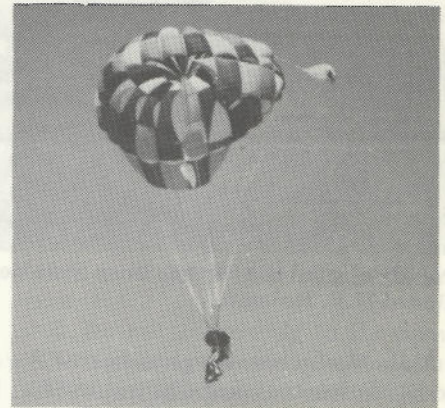
There were over 100 airplanes at Beacon Star for the fly-in and airshow.



Sunday morning breakfast was served by the Moore Women's Club.



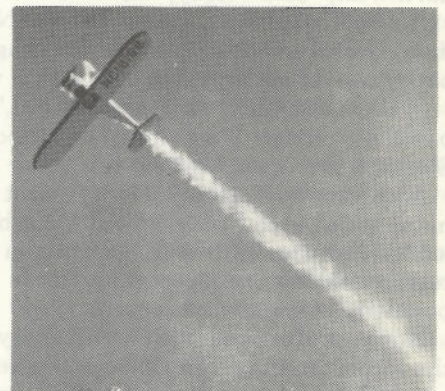
Ron Litton, Billings, provided some fantastic aerobatics for the crowd at Beacon Star.



The Bozeman Skydiving Team provided aerial skydiving feats for openers at the airshow on Sunday.



Al Newby, Belgrade, took Pat Johnson, Helena for a demonstration ride.



Fred Ludke from Freedland, Washington also provided aerobatics for the air show on Sunday.

New President of Big Sky Airlines



Newly elected Big Sky Airlines President Dale Norby (left) and Chairman of the Board H.V. Holeman.

Dale Norby became president of Big Sky Airlines on August 27th, according to the airline's Board Chairman H.V. Holeman.

Previously manager of the Billings Logan International Airport, Norby views the Big Sky position as an exciting opportunity. "I see us becoming a very significant part of the rapidly changing transportation system in the northwest," said Norby, "as we do fill a real need."

Holeman explained the selection of Norby in terms of experience. "Dale spent many years as both a pilot and manager of a major airport. His experience in both these areas provides him with a valuable perspective," Holeman said.

"I have confidence in our potential," Norby commented about the Billings-based air carrier. "From my previous position as airport manager I watched Big Sky step into a void left by the major air carrier," he added.

According to Holeman, Norby's first major task will be to give direction in the managerial area. "We wanted Dale because of his valuable experience and leadership capabilities. His Montana background, his understanding of the region and its transportation needs give him the depth necessary for the position," explained Holeman.

Norby, a Montana native with five years experience as a Navy pilot, became the airport manager in Billings two years ago. Under his direction the airport has begun a substantial expansion and modernization program.

J. Bruce Putnam, assistant airport manager, has been appointed interim manager of the Billings airport until a permanent replacement can be hired in October.

CONGRATULATIONS!

*FAA Certificates
Issued
Recently to Pilots*

PRIVATE

George W. Thompson, Great Falls
Clayton A. Vine, Bozeman
Paul C. Wikstrom, Bozeman
Jacob J. Braaksma, Manhattan
Bruce W. Wright, Bozeman
Tim T. Combs, Ennis
Norman E. Focher, Dillon
William D. Brewer, Helena
Thomas A. Fallang, Butte
Mike W. Hutchin, Polson
Richard F. Doran, Kalispell
John A. Landerdahl, Bozeman
Greg W. Rogerson, Whitefish
Milton R. Parent, Missoula
Bruce G. Wood

STUDENT

Dean P. Conway, Great Falls
David S. Smith, Ennis

MULTI-ENGINE

Dale E. Moul, Missoula
(Commercial)

ATP

Thomas C. Lampee II, Wolf Point

Sea

George C. Warner, Noxon (Private)

Pioneer Pilots Rendezvous

The Big Sky Wing (Idaho-Montana-Wyoming) of the OX5 Aviation Pioneers will gather at Idaho Falls, Idaho on September 20 & 21.

All Montana pilots and mechanics who flew or maintained aircraft prior to 1940 are invited to join with the members for a good time with an innovative program.

All interested individuals please contact H. Pete Hill, 555 West Oak Street, Shelley, Idaho 83275 or phone (208) 357-3714 for reservations or further information.

Guns and Airline Travel

By Wallace Allen, FAA Security Specialist

Back in 1976, a pistol which was being transferred from one aircraft to another at a busy airport discharged and caused the death of an airline employee.

Several factors entered into the incident. The pistol evidently had a live round in the cylinder; the hammer and other mechanical features of the weapon did not provide a positive safety; and the path of the bullet sought an individual.

Since then, several other weapons have discharged within airline baggage facilities. Fortunately, no lives were lost.

Steps have been taken by employee groups, the aviation industry and local and federal agencies which are designed to permit hunters to continue to enjoy their sport without undue restrictions or expense and still insure safety in air transportation.

Of the several hundred weapons which were transported on large aircraft during the 1978 big game season through a major airport, only a few indicated any irresponsibility by the hunter as a passenger. Most traveling hunters have merely applied common sense and good safety practices taught to them early in life. These teachings will keep most people out of serious trouble if only applied.

Since the unfortunate incident which claimed the life of the baggage handler mentioned, many communities (the City and County of Denver for one) have passed legislation which basically says that it is a felony to carry (or cause to be carried) a loaded firearm into a public transportation facility. This includes the bus or rail stations and, of course, the airports. There should be no argument with this by any sportsman. Weapons are habitually cleared, emptied or broken down at home or in camp prior to moving them in any fashion.

In 1972, the Federal Aviation Administration published a regulation which prohibits any passenger from having a weapon available to him in the cabin which is understandable when you look back to the hijackings. There is a newer regulation which says that a weapon cannot be checked unless certain conditions exist. These are not designed to interfere with the responsible sportsman. The FAA can (under the Aviation Act of 1958) put a bite into a passenger's wallet and "kitty" being set aside for next year's hunt. Civil penalties ranging from \$50 to \$1,000 have been levied against gun owners who have not abided by the regulations. At the time of this writing, regulatory action is being requested that would increase the limits of the penalties considerably.

All the FAA and the industry ask is that you tell the airline that you have a gun in your baggage to be checked as you start the trip. Secondly, you must assure the airline that it is unloaded. This may be done by signing a declaration or submitting the weapon for inspection (or possibly both).

After a weapon has been declared, some airlines will inspect the weapon itself. Using the authority the airlines have under certain tariff acts, some have hired several gun inspectors. These inspectors are all trained under National Rifle Association guidelines. Bags, gun cases and other pieces of luggage obviously designed to hold weapons are opened and the gun is checked prior to being accepted into the baggage system. This includes weapons being transferred from one airline to another and whose owner may have started his trip from another more distant airport.

By the end of elk season last year, this inspection process had caused the FAA (in just one region) to cite 58 people for violations. The police department has placed several under arrest and they have undergone the court process.

Looking back, most of these individuals got involved through their handguns; live rounds in the chamber; full clips and magazines; and cylinders with ammunition in

them. All of these weapons are legally loaded.

A simple rule here is to separate all ammunition from all guns. I'd advise keeping all ammunition in the original boxes. Carry only that ammunition intended for your own use in a hard box (stiff cardboard as in the original packaging or wooden containers). Protect the primers from all foreign objects.

Some practices which may seem okay for the woods are not acceptable for public transportation. One of these is to place the hammer over an empty chamber of a revolver cylinder. This does not insure complete safety. In the case of automatics, the practice of clearing the chamber and then replacing the magazine into the grip will not do. As I've said, all the ammunition must be completely separated from the weapon.

There is no mystery to it nor is there any unreasonable bureaucratic red tape.

1. Remove all ammunition from all guns before you go to the airport. Magazines, clips, etc., containing ammunition must be removed.

2. Let the airline know you have unloaded guns and ammunition when you make reservations and again when you get to the airport ticket counter.

3. Do not go directly to the point where passengers are undergoing the security inspection process prior to boarding the aircraft.

4. Sign a statement saying that the guns are unloaded and let the airline inspect them if they want.

5. Lock and keep the key for all bags containing handguns. Rifles, shotguns and other shoulder weapons do not need to be locked, but it is advisable.

6. Check the luggage with weapons into the baggage system and receive your claim check.

Remember that you are strictly prohibited from carrying any weapon on your person, in the passenger section of the aircraft, or to the screening point.





Joe Ramaker

Joe Ramaker of Choteau, right, is shown receiving his pilot's license from examiner Jack Van DeRiet. Although Joe has flown for many years with over 1,300 hours of flying time to his credit, he just completed the requirements for his license the end of July. In explanation, Joe stated that he started flying in 1928 and throughout the 1930's when it wasn't necessary to be licensed. He logged most of his hours during that time period and quit flying from 1940 until 1976. He is 71 and obviously going strong. Congratulations Joe! We hope you have many enjoyable years of flying.

Pilot Aids

Montana Aeronautics	
Chart	\$2.00
Montana Airport Directory:	
Loose leaf binder	\$1.00
Insert	\$1.00
Annual Subscription to	
Montana and the Sky	\$1.50

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